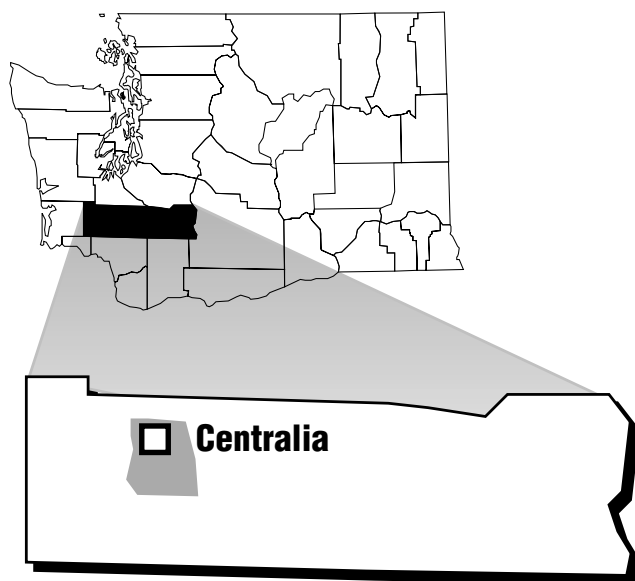


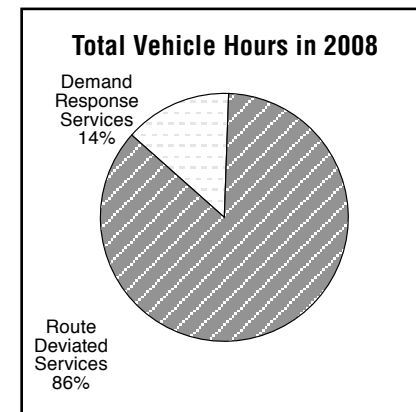
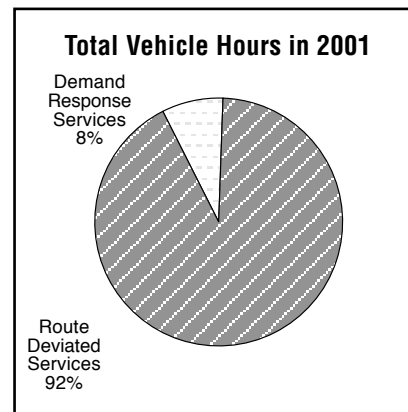
Patty Alvord Manager

212 East Locust Street
Centralia, Washington 98531-4136
(360) 330-2072



System Snapshot

- Operating Name: Twin Transit
- Service Area: Cities of Centralia and Chehalis, Lewis County
- Congressional District: 3
- Legislative District: 20
- Type of Government: Public Transportation Benefit Area
- Governing Body: 3 member board of directors comprised of one Lewis County Commissioner, and an elected official each from Centralia and Chehalis.
- Tax Authorized: 0.1% sales and use tax approved in November 1985.
- Types of Service: 5 deviated routes and paratransit service for persons with disabilities who cannot use deviated route service.
- Days of Service: Weekdays, generally between 6:30 a.m. and 8:00 p.m.; Saturdays, generally between 8:30 a.m. and 6:00 p.m.; and Sundays, generally between 8:30 a.m. and 5:00 p.m.
- Base Fare: 50 cents per boarding, deviated route and paratransit.



Current Operations

Twin Transit operates deviated routes of service Mondays through Fridays as follows:

- Three rural local routes.
- One intercity route (Toledo/Vader/Winlock/Napavine).
- One rural commuter route.

Twin Transit does not operate the intercity or commuter routes on Saturdays or Sundays.

Twin Transit provides complementing paratransit service for persons with disabilities.

Revenue Service Vehicles

Deviated Route — 14 total, all equipped with wheelchair lifts, with models ranging from 1988 to 2001.

Paratransit — 2 total, ADA accessible, with models ranging from 1992 to 1996.

Rubber Tire Trolley Replica — One, aged 1987.

Facilities

Twin Transit's facilities in Centralia include: 1,713 square feet of space for administration, 7,544 square feet of space for maintenance, and 12,112 square feet for bus storage.

The Centralia Train Depot in downtown Centralia serves as a transfer point between routes. The city of Chehalis provides a downtown transfer facility with rest rooms and waiting area.

Twin Transit has installed 46 passenger shelters along its routes.

Intermodal Connections

All schools, including Centralia College, are on Twin Transit's deviated routes, including private and public schools.

Twin Transit serves the Centralia Amtrak depot and Greyhound Lines' bus depot.

Twin Transit services the only park and ride lot in the community in Centralia at I-5.

2001 Achievements

- Objectives met:
 - Replaced two 30-foot transit buses with two minibuses.
 - Initiated Job Access/Reverse Commute demonstration service in southern Lewis County.
- Objectives unmet:
 - Purchase one minibus for demonstration service.
- Other:
 - Purchased diagnostic equipment.
 - Secured Workfirst clerical employee at no cost to Twin Transit.

2002 Objectives

- Sustain operations at existing levels of service.

Long-range (2003 through 2008) Plans

- Replace two 30-foot transit buses.
- Replace two paratransit minibuses.
- Purchase three minibuses for expanded service.
- Annex eastern Lewis County.

	1999	2000	2001	% Change	2002	2003	2004	2008
Service Area Population	20,630	20,620	21,970	6.55%	N.A.	N.A.	N.A.	N.A.
Annual Operating Information								
Route Deviated Services								
Revenue Vehicle Hours	28,496	26,313	24,851	-5.56%	26,000	24,000	20,000	24,000
Total Vehicle Hours	29,024	26,852	25,557	-4.82%	27,000	25,000	21,000	25,000
Revenue Vehicle Miles	388,425	359,405	312,879	-12.95%	337,000	310,000	260,000	398,000
Total Vehicle Miles	398,045	367,235	320,535	-12.72%	346,000	318,000	267,000	404,000
Passenger Trips	296,633	258,361	249,357	-3.49%	254,000	238,000	204,000	207,000
Diesel Fuel Consumed (gallons)	69,128	61,148	51,598	-15.62%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	3	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	7	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	21.0	21.0	20.0	-4.76%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,082,992	\$1,005,588	\$999,128	-0.64%	\$1,053,000	\$997,000	\$863,000	\$1,062,000
Farebox Revenues	\$56,557	\$78,733	\$71,198	-9.57%	\$73,000	\$74,000	\$76,000	\$90,000
Demand Response Services								
Revenue Vehicle Hours	2,213	1,920	1,585	-17.45%	2,000	2,000	2,000	3,000
Total Vehicle Hours	2,803	2,508	2,086	-16.83%	2,000	3,000	3,000	4,000
Revenue Vehicle Miles	21,060	20,945	18,563	-11.37%	19,000	20,000	20,000	21,000
Total Vehicle Miles	24,650	24,535	21,585	-12.02%	22,000	23,000	23,000	24,000
Passenger Trips	5,260	6,591	6,093	-7.56%	6,000	7,000	7,000	8,000
Diesel Fuel Consumed (gallons)	2,231	1,813	2,160	19.14%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1.0	1.0	1.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$80,271	\$93,415	\$83,351	-10.77%	\$86,000	\$89,000	\$92,000	\$90,000
Farebox Revenues	\$791	\$803	\$610	-24.03%	\$1,000	\$1,000	\$1,000	\$1,000

Twin Transit

	1999	2000	2001	% Change	2002	2003	2004	2008
Annual Revenues								
Sales Tax	\$522,127	\$510,436	\$528,627	3.56%	<i>\$553,000</i>	<i>\$584,000</i>	<i>\$608,000</i>	<i>\$1,109,000</i>
MVET	\$530,719	\$376,181	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
State Bridge Allocation	\$0	\$199,300	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Fares	\$57,348	\$79,536	\$71,808	-9.72%	<i>\$74,000</i>	<i>\$75,000</i>	<i>\$77,000</i>	<i>\$91,000</i>
State Rural Mobility Program	\$0	\$0	\$0	0.00%	<i>\$25,000</i>	<i>\$52,000</i>	<i>\$54,000</i>	<i>\$81,000</i>
Federal Section 5311 Operating	\$0	\$75,780	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
FTA JA/RC Program	\$0	\$0	\$9,219	100.00%	<i>\$25,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Other	\$151,540	\$155,551	\$151,642	-2.51%	<i>\$69,000</i>	<i>\$58,000</i>	<i>\$41,000</i>	<i>\$41,000</i>
Total Annual Revenues	\$1,261,734	\$1,396,784	\$761,296	-45.50%	<i>\$746,000</i>	<i>\$769,000</i>	<i>\$780,000</i>	<i>\$1,322,000</i>
Annual Operating Expenses	\$1,163,263	\$1,099,003	\$1,082,479	-1.50%	<i>\$1,139,000</i>	<i>\$1,086,000</i>	<i>\$955,000</i>	<i>\$1,152,000</i>
Annual Capital Purchase Obligations								
Federal Section 5311 Capital Grants	\$0	\$0	\$98,183		<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
State Rural Mobility Program	\$0	\$0	\$5,000		<i>\$0</i>	<i>\$132,000</i>	<i>\$132,000</i>	<i>\$0</i>
FTA JA/RC Program	\$0	\$0	\$61,735		<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Capital Replacement/Purchase Funds	\$68,978	\$0	\$21,167		<i>\$3,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Total Capital Purchases	\$68,978	\$0	\$186,085	100.00%	<i>\$3,000</i>	<i>\$132,000</i>	<i>\$132,000</i>	<i>\$0</i>
Ending Balances, December 31								
Unrestricted Cash and Investments	\$383,223	\$646,849	\$301,452	-53.40%	<i>\$93,000</i>	<i>\$61,000</i>	<i>\$71,000</i>	<i>\$45,000</i>
Working Capital	\$820,000	\$820,000	\$820,000	0.00%	<i>\$620,000</i>	<i>\$320,000</i>	<i>\$120,000</i>	<i>\$420,000</i>
Capital Replacement/Purchase Funds	\$562,686	\$583,058	\$586,105	0.52%	<i>\$598,000</i>	<i>\$613,000</i>	<i>\$628,000</i>	<i>\$694,000</i>
Self Insurance Fund	\$300,000	\$300,000	\$300,000	0.00%	<i>\$300,000</i>	<i>\$300,000</i>	<i>\$300,000</i>	<i>\$300,000</i>
Totals	\$2,065,909	\$2,349,907	\$2,007,557	-14.57%	<i>\$1,611,000</i>	<i>\$1,294,000</i>	<i>\$1,119,000</i>	<i>\$1,459,000</i>

Performance Measures for 2001 Operations

	Route Deviated Services		Demand Response Services	
	Twin Transit	Rural Means	Twin Transit	Rural Means
Fares/Operating Cost	7.13%	3.80%	0.73%	2.58%
Operating Cost/Passenger Trip	\$4.01	\$7.02	\$13.68	\$16.78
Operating Cost/Revenue Vehicle Mile	\$3.19	\$2.45	\$4.49	\$4.15
Operating Cost/Revenue Vehicle Hour	\$40.20	\$47.07	\$52.59	\$53.46
Operating Cost/Total Vehicle Hour	\$39.09	\$44.25	\$39.96	\$42.56
Revenue Vehicle Hours/Total Vehicle Hour	97.24%	94.00%	75.98%	91.27%
Revenue Vehicle Hours/FTE	1,243	1,243	1,585	942
Revenue Vehicle Miles/Revenue Vehicle Hour	12.59	19.20	11.71	12.27
Passenger Trips/Revenue Vehicle Hour	10.0	7.5	3.8	3.1
Passenger Trips/Revenue Vehicle Mile	0.80	0.32	0.33	0.26